

RotorSport UK Ltd

Propeller serial No:	<b>Woodcomp SR3000/3 VP Propeller Initial 25hr &amp; 100hr Service Worksheet</b>	Aircraft registration no. G- Aircraft serial no. RSUK/ Worksheet date:		
Tsk No.	Task Description	Repetition or comments	Actions taken & comment	Cert initial
<b>Purpose of this worksheet: To be applied for the first 25hr service of Woodcomp variable pitch propeller as fitted to MT-03 and MTOsport Gyroplanes. If prior to permit renewal, the owner is also referred to Permit renewal requirement list on the RSUK website. Refer to manuals RSUK0076. Some of the checks and serviceability are ‘on condition’, meaning the Engineer has the responsibility to decide if it is acceptable for service. NOTE! Unless this service incorporates an annual inspection, checks for CAP747, 661, BG01, BG02 and EASA are optional.</b>				
<b>Installation Inspection</b>				
1	Thoroughly clean the propeller before inspection, paying attention to note any significant grease loss around the blade roots.			
2	Check – propeller firmly attached to pre-rotator hub/engine flange	6-off nyloc nuts properly secured by tab-washers, with top hat bushes under the tab washer		
3	Check – brush-mount bracket firmly attached to engine	2-off M8 fastener with spring washer		
4	Inspect brushes, replace if worn by more than 15 mm. OEM length is 20mm	Brush length may be determined in-situ by pushing fully home into the brush carrier. No more than 17mm sub-flush acceptable. (100hr interval only). Re wirelock screws after refitting the brush box		
5	Check for slip ring wear and cleanliness, and security	Brush-wear-groove max depth 0.2mm		
6	Check the slip ring backing disc for cracks or damage	No cracks permissible		
7	Check – brush carrier firmly attached to bracket and brushes running centrally on slip-rings. Check brushes not broken	2-off M4 capscrew wire-locked		
8	Inspect blades for any damage, splits etc. Repair only as per maintenance manual RSUK0076.			
9	Remove spinner and check security of pitch-change motor and wiring.			
10	For each blade in turn set to horizontal (using inclinometer on hub flange) and check pitch backlash of each blade (using inclinometer on flat at blade tip).	Maximum acceptable 1 degree. If in excess remove propeller to RSUK.		

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11	For each blade in turn check axial backlash.	None acceptable. If backlash present remove propeller and adjust central cone. Replace with new tab washers and nylock nuts			
12	Using the CSC-1/RS controller's manual function set propeller to fine limit. Check proper function of the two microswitches and security of the two cams	Maximum blade to blade difference .5deg. Ensure backlash is not included in check by rotating each blade to the fine stop position before measuring	Record blade pitch angle Blade 1 Blade 2 Blade 3 Hub angle		
13	Using the CSC-1/RS controller's manual function set propeller to coarse limit. Check proper function of the single microswitch and security of the single cam.	Maximum blade to blade difference .5deg. Ensure backlash is not included in check by rotating each blade to the coarse stop position before measuring	Record blade pitch angle Blade 1 Blade 2 Blade 3 Hub angle		
14	Replace spinner	Use Loctite 243 on the retaining screws Ensure plastic washers in place under screw heads.			
15	Using the CSC-1/RS controller's manual function move propeller from coarse to fine limit. Listen for untoward noises.	Leave at fine limit for subsequent ground run			
	<b>Final ground run checks prior to release</b>				
16	Warm up engine with pilot in front seat. Cycle propeller manually from fine to coarse stops.				
	<b>Complete the release documentation</b>				
17	Ensure all log book entries completed appropriately				
Confirm Service bulletins incorporated (from RSUK website, full list available with applicability)					
Confirm Mandatory Permit Directives incorporated (from CAA website, CAP747 and 661)					

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Tsk No.	Task Description	Repetition or comments	Actions taken & comment	Cert initial
	CAP 747 Document date or issue checked, plus notes:			
	CAP 661 Document date or issue checked, plus notes:			
	EASA MPD or AD check (EASA website): note date checked and any actions required			
	Confirm compliance to BG01 or BG02, Type Approval data sheet for the MT-03 and MTOsport. Note any non compliances and actions taken.			
Tasks completed by (name):  Signature: _____ Initial: _____  (to compare to _____ Date: _____ check sheet)			Engine hours logged: Propeller hours logged Airframe hours logged: Aircraft hourmeter hrs logged:	
<b>Permit Maintenance Release: The work recorded above (all pages) has been completed to my satisfaction and in that respect the aircraft is considered fit for flight.</b>  Signature: _____ Initial: _____  (to compare to _____ Date: _____ check sheet)  Inspector or licence no.: Company Approval ref  Inspector Authority: CAA letter ref 9/ _____ dated _____			Comments:	
Note to Engineer; remember to reference this worksheet and RSUK0012 (MT-03) or044 (MTOsport) within the logbooks, together with your CAA authorisation code. Work undertaken may be noted on this worksheet, or if required on another sheet (such as F093) also referenced in the logbook. Modifications undertaken must be noted with their MC approval no. Check the back pages to complete these too for modifications, service bulletins, MPDs, etc.				